



# *The Nellis Times*

## *March 2012*



## February Hike: Hoover Dam

Nine cadets enjoyed the relatively short and easy hike near the Hoover Dam and over the new by-pass bridge. All of these hikes are leading up to a major hike to the summit of Mount Charleston in the summer.

Missed out on all the fun? There will be more monthly hikes leading up to the Mount Charleston hike. See page 5 for information about the hike on March 3rd.



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### **Promotions**

2d Lt Larry Crisp

21 Feb

### **Awards**

#### **Achievement Award**

TFO Grayson Grantham

7 Feb

#### **New Member**

SM Jeremy Shultz

7 Feb

# A SALUTE TO JOHN GLENN: 50 YEARS OF AMERICAN MANNED SPACEFLIGHT

By [Jeffrey Kluger](#) Monday, Feb. 20, 2012

Originally posted at: <http://www.time.com/time/health/article/0,8599,2107193,00.html#ixzz1mx2VXVkz>

John Glenn used to keep a little toy in his office during his years as a U.S. Senator. It was a model of his Mercury spacecraft — the capsule dubbed *Friendship 7* — that he rode into orbit on February 20, 1962. The model was remarkable for its detail and its historical significance, but the most extraordinary thing about it was a small plaque affixed to its stand. "Scale: 1:9," it said. Magnify that model ninefold and all you do is turn it from a small toy to a big toy, and yet 50 years ago this month, Glenn risked his neck aboard such a thing all the same.



The Mercury astronauts never much cared for the term *space capsule*. There was a passivity about it, and test pilots aren't passive people. A bathysphere is a capsule; a sarcophagus is a capsule. A spacecraft is a vehicle, thank you very much, and it ought to be described that way. Still, there was no overstating the tininess of this particular vehicle. It may have been 9 ft. tall and 6 ft. 3 in. wide at its base, but most of that volume was stuffed with instrumentation. The habitable space was so cramped that, as the old joke went, you didn't so much climb inside a Mercury spacecraft as put it on.

[\(PHOTOS: John Glenn: Rare and Unpublished Photos from an American Life\)](#)

The Atlas rocket that lofted the spacecraft was no luxury ride either. First of all, it was intended to be used as an intercontinental ballistic missile — not something designed with the comfort of a passenger in mind. Its skin was so thin its sides could collapse if it weren't filled with fuel. That kept weight down but made for an awfully flimsy machine.

And the Atlases had an unfortunate habit of blowing up on launch. But never mind, Glenn agreed to fly one.

His mission, now half a century old, has long been a signal moment in America's 20th century history. That the country felt a deep, urgent need to get men into orbit is a defining fact of that era too — as the U.S. and the USSR faced off across a two-power world in which space had become the highest hill that could be captured in a not-yet-shooting war.

[\(PHOTOS: John Glenn: Images of a Hero's Life on the 50th Anniversary of His Historic Flight\)](#)

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## Squadron Facebook

[www.facebook.com/ncs069](http://www.facebook.com/ncs069)

"Like" our squadron Facebook page and get changes and new events posted to your wall as they occur. You do not have to sign up on Facebook to see our page.

## Newsletter Inputs

The squadron newsletter will be published on the first Sunday of every month. If you have photos, articles, notices, or anything you want to add or if you are interested in working the newsletter, please contact C/Lt Col Crisp no later than the last Sunday of the previous month.

### John Glenn, continued from page 2...

So Glenn flew, in a little ship atop balky booster, spending a total of 5 hr. and 16 min. aloft, as he orbited the planet three times. The return to Earth turned out to be bumpier than the controllers had planned. A light on Glenn's instrument panel warned him that his heat shield — the only thing that would protect him from his fireball plunge through the atmosphere — was loose. As a precaution, NASA ordered him not to jettison his retrorockets before re-entry. The little bundle of ordnance — which was fired once to slow his speed and ease him out of orbit — was strapped in place over the heat shield. The hope was that it would keep everything where it was supposed to be until it burned away during the fall to Earth, after which air pressure would do the job. As it turned out, the light was a false alarm, and when the spacecraft finally hissed into the cold water of the Atlantic Ocean, the heat shield was found to be intact.

*Friendship 7* is at the Smithsonian National Air and Space Museum in Washington, D.C., today. It's encased in a plastic shell so you can't touch the heat shield, but you can see it up close — still scarred with the sunburst-like rays that speak to the hellfire it felt in 1962. Back then, all heat shields were what's known as ablative — meaning they were designed to disintegrate, burning off slowly and carrying the heat away from the vehicle. In theory, you could melt away the whole shield and have nothing left; in practice, there was always more than enough ablative material to keep the passengers safe. ([MORE: John Glenn's Friendship 7 Flight](#))

Still, there was something gloriously self-consuming about the old heat shields — something that captured the early days of the space age as a whole. Rockets would be used once and dropped in the drink; exploding bolts would separate the stages on the way up. The need was too great, the pace was too fast to worry about doing things more delicately. Ultimately — and inevitably — people were consumed too: the Apollo 1 crew; the *Columbia* and *Challenger* crews; Charlie Bassett and Elliot See, two Gemini astronauts who died in training jets before they could ever get to space and yet pushed the program along all the same.

But John Glenn has survived and his spacecraft has survived. At 9:27 a.m. E.T. this February 20, pause to take a glance at a clock. Glance again at 2:43 p.m. Those are the hours of Glenn's liftoff and splashdown. That's far too short a span to define a life — but it's more than enough to exemplify it.

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## Super Bowl moment relative to Airmen today

Commentary by Maj. T. Allen Herritage, 2nd Combat Camera Squadron

Originally posted at <http://www.af.mil/news/story.asp?id=123289202>

2/8/2012 - **HILL AIR FORCE BASE, Utah** -- At the risk of committing the journalistic sin of cliché in my commentary, I'll use the recentness of the Super Bowl to justify my use of a sports analogy to illustrate my point. Every year when I watch the big game, I remember my favorite play of all time and hope for a similar moment that would so greatly influence me that I would remember it decades later. It didn't come during New York's defeat of New England, but the game did give me cause to reflect on what I consider one of the greatest moments in Super Bowl history.

Some sports fans might raise an eyebrow if I told them this play was made by a member of the Buffalo Bills against the Dallas Cowboys during Super Bowl XXVII. The main reason for the raised eyebrow would be the score. Dallas crushed Buffalo 52-17. Still, it was the spirit of one player during that thumping that I try to emulate every day.

By the time the fourth quarter came around, it was clear Dallas was going to be the victor. If the scoreboard didn't communicate the inevitable, the players' demeanor surely did. The Cowboys players were smiling, giddy at their ability to continue to put points on the board while denying the same to Buffalo. The Bills players' heads hung low.

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They walked back to the bench instead of running. They were beaten and they knew it. But the score didn't matter to one player.

Don Beebe, a wide receiver for Buffalo known for his speed, was moving down the field when back at the line of scrimmage, Buffalo fumbled the ball. Dallas Defensive tackle Leon Lett then picked it up and started a 64-yard run that looked to have only one possible result: a touchdown. Meanwhile, Beebe, already at the opposite end of the field waiting on a pass that would never come, turned around and bolted towards Lett. He was so far away from the fumble, he wasn't even in camera coverage--until the very end.



As Lett crossed the ten-yard line and closed in on what would have been a Super Bowl record of 58 points, he decided to celebrate. Instead of keeping the ball tucked in tightly, he extended his arm and held the ball out for everyone to see as he cruised toward the end zone. Now, remember I said Don Beebe was fast, well, Leon Lett didn't know how fast. Within a few steps of the end zone, Beebe came out of nowhere and slapped the ball out of his hand denying the touchdown and embarrassing the Cowboys.

What makes Beebe's effort so amazing to me is that no one would have noticed and few would have cared if he didn't make the play. After all, he was at the other end of the field, the game was unwinnable and Dallas had already scored 52 points...what would another six really mean? Beebe couldn't just let it go though. The problem was, HE would have noticed. HE would have known if he didn't give his all, if he didn't at least try. Don Beebe was a professional in the truest sense of the word.

What makes this relevant to Airmen is that we call ourselves professionals. Whether we're a pilot or a communicator or a medical technician, we like to think of ourselves as professionals. And we should--we're in the greatest Air Force the world has ever known. Doesn't the mere fact that we've "made the team" confer on us the title of professional? No, not really.

Leon Lett, was a professional by similar standards. He was a superb player on a championship team. But during the most important game of the season, and perhaps his career, he quit giving it his all. Don Beebe, on the other hand, tried his absolute hardest until the very end even though he knew his team wouldn't win.

Today we're in what could be considered the fourth quarter of Operation Enduring Freedom, a conflict that will define many of our military careers. Much of the public thinks the war is already over. We've been at it so long many have forgotten why we went to war in the first place. But, as Airmen, we do know. And if we don't give it our best to the very end, we'll know that too. We must remind ourselves that win or lose, we are professionals.

# Upcoming Events

Saturday, March 3 2012

The second hike of our preparations for the big Mt Charleston hike in July, will be in the Red Rock area. The exact trail has not been decided yet. We will meet at 0800 at the McDonald's on Nellis and Las Vegas Boulevard. We will be back by 1600, but probably earlier. As we are training for harder hikes we are asking that you make sure your backpack weighs at lease 25lbs. You can always carry extra water to get the weight up. Everyone needs to bring:

- Backpack with frame and waist belt.(if you do not have one the squadron has a few that can be loaned to you.)
- 2 Quarts Water
- Sack Lunch
- 24 Hour Gear - See Attached list(Does not have to be complete but bring what you have.)
- Your backpack should weigh at lease 25Lbs

Saturday, March 10, 2012

SAREX - Must have passed GES test and have the 24 hour gear that is labeled for training to be part of the ground team. There will also be opportunities for cadets to do mission base work.

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# Cadet Non-commissioned Officers School

**30 MARCH – 1 April  
2012**

This cadet leadership activity will be held at the Airman Leadership School on Nellis Air Force Base in Las Vegas, Nevada and the cost for meals and materials will be \$35.00 per participant.



**NVWG 2011 Non-commissioned Officers School**

## **PARTICIPANTS WILL GET “HANDS ON” EXPERIENCE IN:**

- Instructional Methods
- NCO Responsibilities
- Evaluation Techniques
- Drill and Ceremonies
- Color Guard & Guidon Protocols
- Providing Feedback

## **TO APPLY:**

All participants must register and pay for the activity at <http://2012nvwgnco.s.eventbrite.com>

**Cadet Students:** C/A1C and above are encouraged to apply by submitting a CAP Form 31 to Capt. Anthony Wong at [anthony.s.wong@me.com](mailto:anthony.s.wong@me.com). Cadet applications must be received as soon as possible in order to ensure space is available. Traditionally, billets for this school have filled quickly and some applicants have been turned away. Applications received after Thursday, 15 March 2012 will be accepted based on solely on space availability.

**Cadet Staff and Senior Member Staff:** C/SSgt and above are encouraged to apply for support staff, instructor staff, Seminar Leaders and Assistant Seminar Leaders. Cadet staff positions are open only to former NCOS graduates. Please submit cover letter and resume to Capt. Anthony Wong at [anthony.s.wong@me.com](mailto:anthony.s.wong@me.com). Applications received after 24 February 2012 will be accepted on a space available basis only. Senior Members interested in attending are encouraged to send their request to Capt. Anthony Wong at [anthony.s.wong@me.com](mailto:anthony.s.wong@me.com).